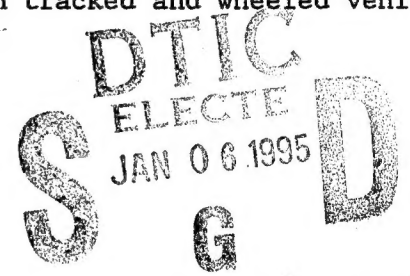


REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.

1. AGENCY USE ONLY (Leave blank)		2. REPORT DATE 30 Dec 1994		3. REPORT TYPE AND DATES COVERED	
4. TITLE AND SUBTITLE Test Operations Procedure (TOP) 2-2-806 Power Train Torque Measurement				5. FUNDING NUMBERS WU A268445	
6. AUTHOR(S)					
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Commander U.S. Army Combat Systems Test Activity ATTN: STECS-AC-I Aberdeen Proving Ground, MD 21005-5055				8. PERFORMING ORGANIZATION REPORT NUMBER TOP 2-2-806	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) Commander U.S. Army Test and Evaluation Command ATTN: AMSTE-CT-T Aberdeen Proving Ground, MD 21005-5055				10. SPONSORING/MONITORING AGENCY REPORT NUMBER Same as Item 8	
11. SUPPLEMENTARY NOTES Defense Technical Information Center (DTIC), AD NO: A 286 591 (This TOP supersedes TOP 2-2-806, 25 August 1981)					
12a. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited.				12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) This TOP describes methods for measuring torque in tracked and wheeled vehicle power trains. <div style="text-align: center;">  </div>					
14. SUBJECT TERMS Torque Calibration Strain Gage Power Losses Slip Ring Rotational Speed				15. NUMBER OF PAGES 11	
				16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT UNCLASSIFIED	18. SECURITY CLASSIFICATION OF THIS PAGE	19. SECURITY CLASSIFICATION OF ABSTRACT	20. LIMITATION OF ABSTRACT SAR		

19950104 104

QUARTERLY INSPECTED 3

U.S. ARMY TEST AND EVALUATION COMMAND
TEST OPERATIONS PROCEDURE

*Test Operations Procedure (TOP) 2-2-806
AD No.

30 December 1994

POWER TRAIN TORQUE MEASUREMENTS

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1. SCOPE. This TOP describes methods for measuring torque in tracked and wheeled vehicle power trains. Included are descriptions of the necessary vehicle preoperational preparations and procedures for the measurements of the transmission, drive shaft, and final drive torques, track (as applicable) and suspension power losses, and the overall power train efficiency under a full range of operating conditions.

2. FACILITIES AND INSTRUMENTATION.

2.1 Facilities.

<u>Item</u>	<u>Requirement</u>
Rated payloads	Simulated or actual
Equipment for drilling, milling, sanding, honing, and undercutting	For installation of strain gages/ transmitters onto rotating shafts
Signal receiving station, such as a data van equipped with a data acquisition system (if data are transmitted via a telemetry system)	Means of receiving a data stream from a telemetry-based system

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<u>Item</u>	<u>Requirement</u>
Mobile dynamometer	Used for measuring drawbar pull and towing resistance
Torque calibration beam system (fabricated, to attach to instrumented shaft(s))	Used for shaft strain/torque calibration (measurements of $\pm 0.1\%$ of force applied and ± 2 mm of beam length are required)

2.2 Instrumentation.

<u>Devices for Measuring</u>	<u>Measurement Accuracy</u>
Force (e.g., load cell)	$\pm 1.0\%$ of reading
Vehicle speed (e.g., fifth wheel system)	± 0.2 km/hr
Shaft speed (e.g., magnetic pickup)	± 1.0 rpm
Strain (e.g., slip ring transducer/FM receiver system)	$\pm 2\%$ of reading (overall system error)

3. REQUIRED TEST CONDITIONS.

3.1 Test Item. The following preparations must be made to the vehicle for testing, unless an "as received" test condition is specified:

a. Prepare the engine, transmission, and final drives of the test item for maximum performance by ensuring all adjustments are within the manufacturer's specifications.

b. If possible, obtain a laboratory engine performance calibration with and without engine accessories installed (e.g., auxiliary hydraulic pumps and alternators), using applicable portions of TOP 2-2-700^{1**}. The bare engine measurements will be used to ensure that the required power specifications have been met before initiating the drive line torque field measurements.

c. Check all external adjustments, such as throttle linkage travel, track tension (if applicable), and brake adjustment. The track tension must be maintained throughout the field testing due to the critical effect of track tension on suspension power loss measurements.

d. Ensure that all lubricants are of the proper amount type and viscosity.

e. Unless otherwise specified, load the test item to its rated combat payload using actual or simulated weight items, so as to achieve a weight distribution and center of gravity which match the combat loading plan as

^{**}Superscript numbers correspond to those in Appendix B, References.

closely as possible.

f. Record the following for the test item:

- (1) Nomenclature.
- (2) Model and end item serial numbers.
- (3) Manufacturer.
- (4) All pretest measurements and adjustments.
- (5) Data collected per TOP 2-2-700 during laboratory engine performance calibration (if performed).
- (6) Type and amounts of lubricants required/installed.
- (7) Weight and center of gravity location of the payloaded test item.

3.2 Instrumentation Setup and Calibration. The measurement of shaft torque during vehicle field testing is typically performed using strain gages affixed to the shaft(s), with the strain signal either transmitted through wires and a slip ring setup or through an FM transmitter/antenna to a remote data acquisition system. Strain gages are typically mounted to the final drive output shafts (tracked vehicles) and to the transmission input and/or output shafts, depending on the extent of power train efficiency information desired (input torques are required if other than overall drive train performance measurement is desired).

The shafts are prepared for torque measurement as follows:

a. If the strain gage signals are to be transmitted through wires to a slip ring installation, the shafts must be drilled or milled as necessary to allow clearance for the wires to pass to a convenient point for the slip ring installation. Use of an FM transmitter system may eliminate a portion of the required machine work by permitting the transmitter to be clamped to an exposed portion of the shaft; however, the shaft surface must be sanded or honed in either case for the installation of the strain gages. Figure 1 shows an FM transmitter system installed to measure the drive shaft (transmission output) torque of a tactical vehicle.

b. Strain gages are installed at angles of 45° to the shaft longitudinal axis, since this is the maximum strain axis for a shaft in torsion. Consideration must be given to the strain gage location on the shaft, to avoid end effect or stress riser inputs to the measured strains, and care must be taken to ensure that the installation of the strain measurement system does not change the shaft's natural frequency or damping characteristics.

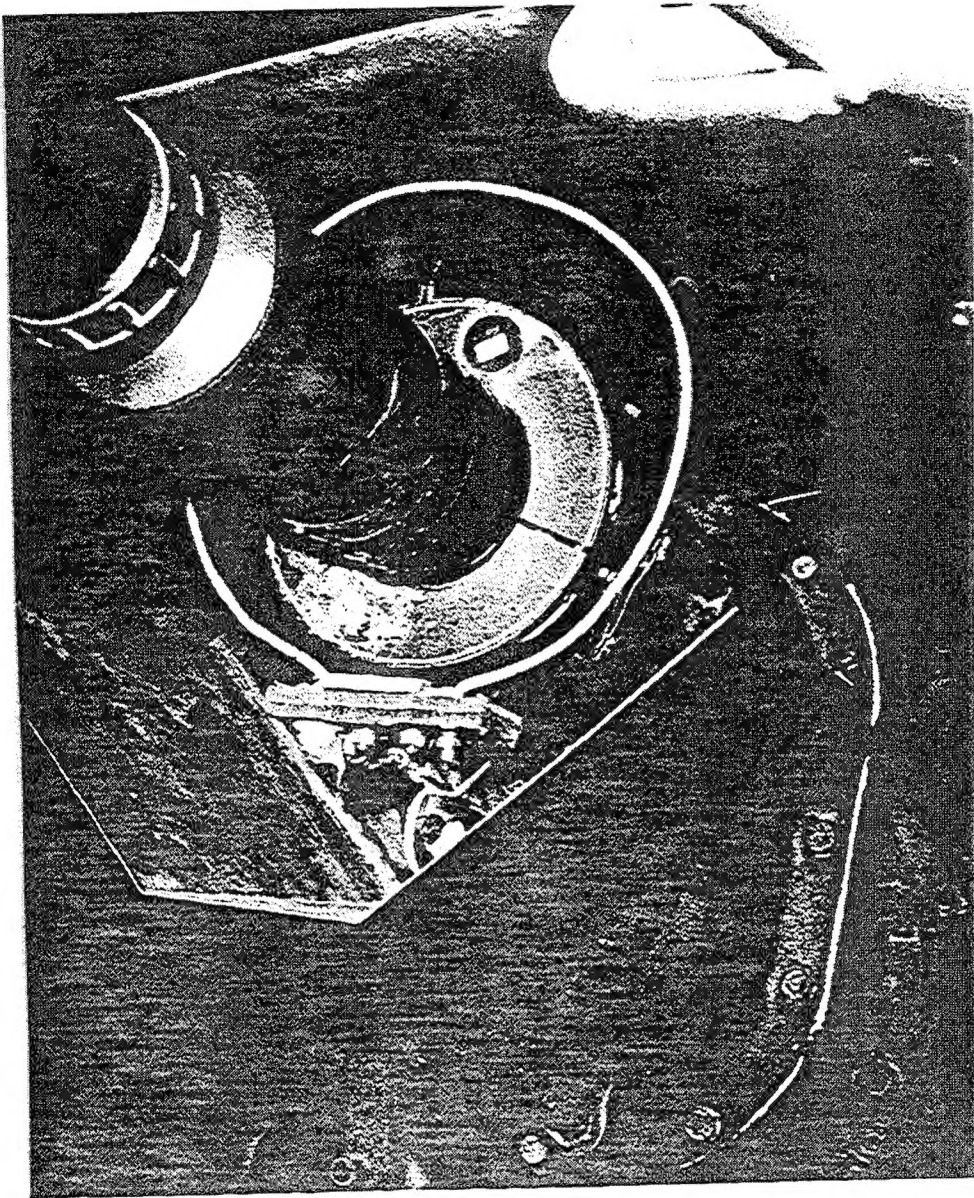


Figure 1. Typical FM transmitter system drive shaft installation.

c. The remainder of the measurement system (i.e., the data recording device) is then installed. This step is required prior to calibration to permit a full-system comparison of torque and strain.

d. Following the installation of the strain gage and transmitter system, the system must be electrically and physically calibrated, to determine the

exact relationship between shaft torque and the measured strain. This is best performed through the use of a fabricated calibration beam, where a measured force can be applied tangentially to the end of a beam of known length, which is attached to the instrumented shaft.

4. TEST PROCEDURES. The final drive output and transmission input and output torques (as required) are measured as follows:

- a. Conduct drawbar pull test as described in ITOP 2-2-604(1)²/ITOP 2-2-604(3)³/TOP 2-2-604⁴ as applicable.
- b. Conduct gradeability tests on hard-surfaced slopes as described in ITOP 2-2-610(1)⁵/TOP 2-2-610⁶ as applicable.
- c. Conduct part-throttle operation at sustained speeds over as much of the test item's speed range as possible on level, hard-surfaced terrain. These tests must be repeated on soft-terrain media, such as tilled sand or sandy loam, if the item under test is an off-road vehicle and a determination of the power loss effects of soft soils is required. If these measurements are performed, the moisture level and soil Rating Cone Index (RCI) of the test site must be determined through the use of a soil trafficability test set, as described in ITOP 2-2-619(1)⁷/TOP 2-2-619⁸ as applicable.
- d. Conduct braking tests on level, hard-surfaced terrain as described in ITOP 2-2-627(1)⁹/TOP 2-2-608¹⁰ as applicable.
- e. Conduct towing resistance tests on level hard-surfaced terrain as described in ITOP 2-2-605(1)¹¹/TOP 2-2-605¹².

5. DATA REQUIRED.

- a. Transmission input and output torques.
- b. Final drive output torque.
- c. Shaft rotational speeds.
- d. Engine speed.
- e. Other relevant data as required.

Note: Power losses as determined through force or torque measurements are typically converted to power units, since engines are generally rated by power. Power is obtained from shaft speed and torque data through the relationship:

$$\text{Power (kW)} = \frac{\text{Shaft rotating speed (rpm)} \times \text{torque (N}\cdot\text{m)}}{2888}$$

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6. PRESENTATION OF DATA. Data obtained may be presented as bar graphs, curves, or in tabulated form. Curves as shown in Appendix A are the most effective graphic presentation.

APPENDIX A. SAMPLE GRAPHIC PRESENTATIONS FOR TORQUE MEASUREMENT DATA

Vehicle:
Engine:
Transmission:

Track:
Vehicle Weight:
Date of Test:

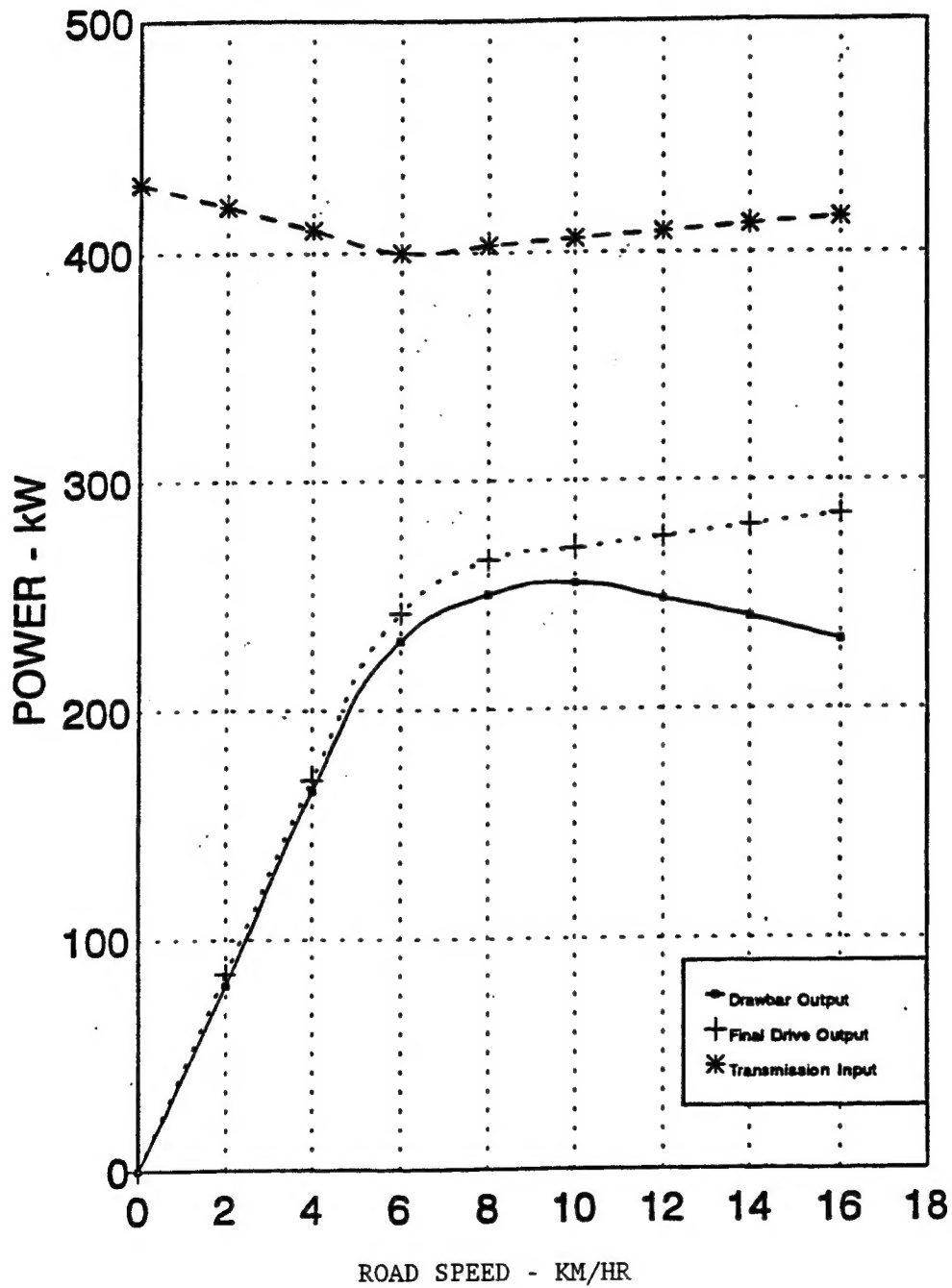


Figure A-1. Full-load power characteristics.

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Vehicle:
Engine:
Transmission:

Track:
Vehicle Weight:
Date of Test:

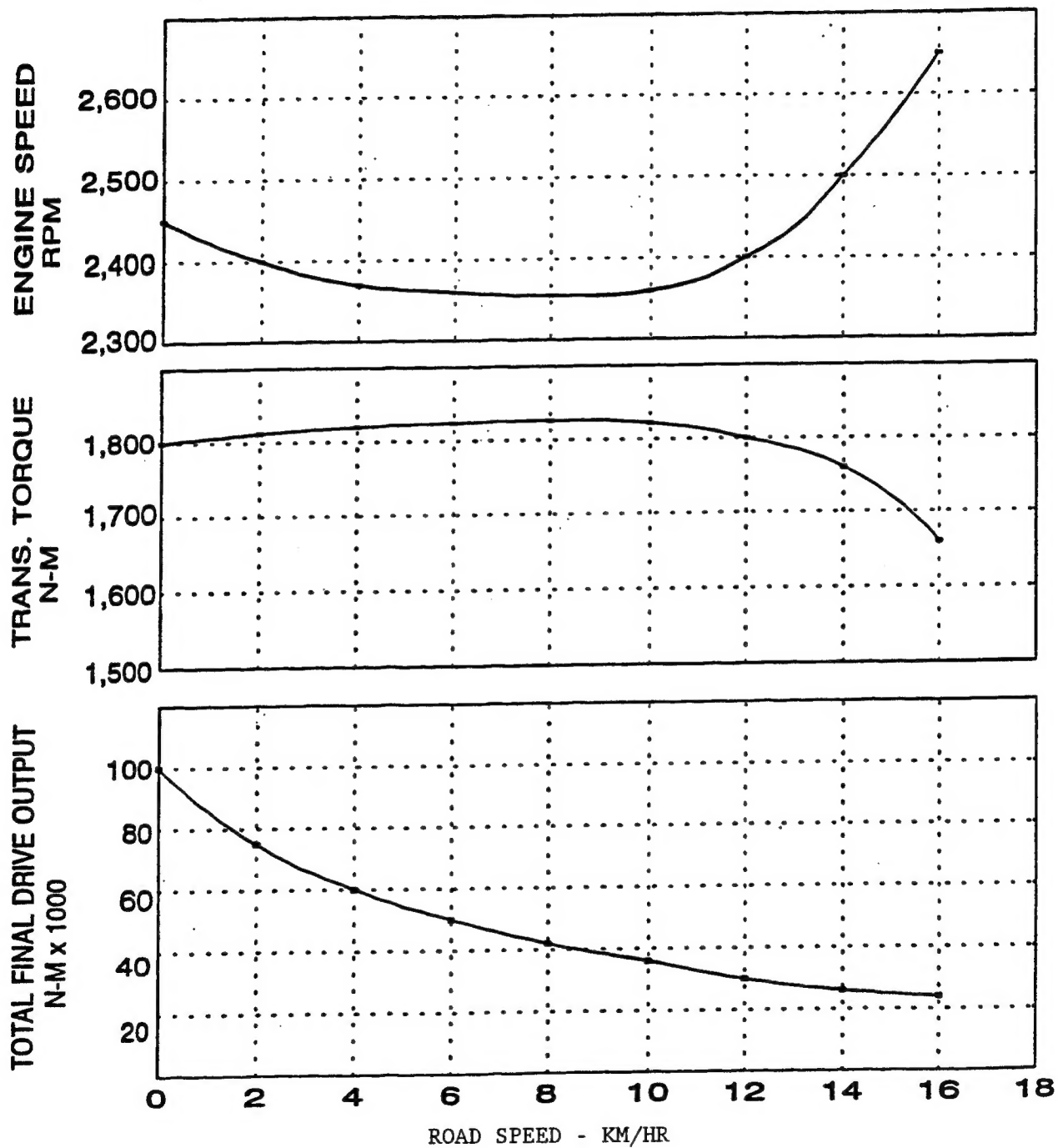


Figure A-2. Full-load torque characteristics.

APPENDIX B. REFERENCES

1. TECOM TOP 2-2-700, Laboratory Tests of Reciprocating Internal Combustion Engines, 24 January 1985.
2. FR/GE/UK/US ITOP 2-2-604(1), Tracked Vehicle Drawbar Pull on Soft Soil, 9 March 1987 w/change 1, 11 August 1987.
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